

Applicant requests the following Amendments be entered:

IN THE SPECIFICATION:

Pg. 2 lines 13-15:

...an adjustable preset lock to use in conjunction with an unrestricted adjustment. Finally, none of the disclosed stocks present a surface for a constant cheek weld while simultaneously having a sturdy, longitudinal ~~longitudinal~~ adjustment capable stock, much less a uniform cheek weld with different stock types.

Pg. 5, lines 4 - 12

Figures 11a through 11c are side elevations of a specialized stock option that has further modularity.

~~Figure 12 is a cross section view of the latching mechanism.~~

~~Figures 13a-g display a blown-apart view of the latching mechanism.~~

Figure ~~14~~ 12 is a three-staged partial cross section of the modular stock of FIG. 5.

Figure ~~15~~ 13 is a bottom plan view of the buffer tube module and associated preset system.

Figure ~~16~~ 14 is a cross section view of the buffer tube module of FIG. 15, with the preset clip removed, taken along line 16.

Figure ~~17~~ 15 is two close up views of the preset tooth

Pg. 7, bottom paragraph through Pg. 8 line 6:

The present invention utilizes a compression, or “cam”, latch with adjustable modules, shown in better detail in FIGS. 12, ~~13 and 14~~ and in the parent application. It incorporates a latch body 22, divided in two halves, a safety latch 24 attached to a spring mount 25 with a safety tooth 27, and a bicuspid latch tooth 28 and an associated cam mechanism 26. Latch 20 is axially mounted about two mounting holes 34, one in each half 22, in a manner to interface with rail track 8 and tooth interfaces 5, shown in FIGS. 3 and 4. Latch 20 has three settings. Latch body 22 is pulled backwards to disengage latch tooth 28 from tooth interfaces 5. This setting allows free adjustment, forwards and backwards, of the module. Cam mechanism 26 operates to bias latch tooth 28 into a middle, ratcheting position. The latch tooth has a forwards-facing angle 30, which allows latch tooth 28 to catch the rail track if the stock module is pushed forwards, but disengages from tooth interfaces 5 for backwards extension. The final position is a locked position which forces latch tooth 28 into an almost vertical position. Cam anchor 32 is also forced into rail track groove 6. Safety latch 24 is forced to interface with the stock module with its safety tooth 27 by spring mount 25. The interface prevents latch body 22 from being compressed accidentally. Spring mount 25 is embedded into latch body 22 in such a manner that when safety latch 24 is mounted upon it, safety latch 24 is flush with latch body 22.

In an alternate embodiment, shown in FIGS. 13, 14, and 15, ~~16, and 17~~, a catch tooth 50 is disposed above the latching mechanism to interface with transverse channel 57.

IN THE DRAWINGS:

Applicant is submitting new, renumbered drawing pages with a red lined copy of each page, to reflect the striking of missing drawings of figure 12 and figure series 13.